

OXC-0657-68

Copy 2 OF 3

3 December 1968

MEMORANDUM FOR THE RECORD

SUBJECT: STORAGE OF OXCART VEHICLES AND ENGINES

REF : DE-336-67 (7 August 1967)

1. A survey was made at the, Site 2, Palmdale facility on 15 October 1963 to review security procedures for subject, and to determine if the requirements in reference had been met.

25X1 2. At present, storage is supervised and monitored
by [] LAC Plant Manager. Responsible
for security factors in the storage areas is []
25X1 [] LAC Security representative office is at the Palm-
dale Site.

3. Access to Buildings 210 (0 Vehicles) and 211
(engine storage) is limited to a total of 84 personnel.
25X1 [] provided the following breakdown, by category,
of personnel who have access, as required:

- 1 Plant Manager (LAC)
- 2 LAC Security Representatives
- 13 Guards (LAC)
- 7 LAC Inspectors
- 31 Mechanics (LAC)
- 9 P&W Engine Mechanics and Inspectors
- 2 Firemen (LAC)
- 2 Personal Equipment Men (LAC)
- 2 Tractor Drivers (LAC)
- 7 Material Men (LAC)
- 8 Building Maintenance People (electricians,
carpenters, plumbers)

(SCOPE COTTON)

FILE

12/11/68

4. All "O" Vehicles are now stored in Building 210. The storage area has been modified as follows:

a. A full height metal partition has been erected at the east end of the storage hangar.

b. All panels of the segmented hangar doors are secured to each other by S&G padlocks.

c. All access doors to the storage area have been sealed with welded and bolted brackets with the exception of a crash-out door on the north interior wall of the storage area, and an entrance door on the south exterior wall. The personnel entrance door is metal, equipped with an S&G Group I combination lock. The inner entrance is a wooden door protected by a cypher lock. During normal working hours the outer door is kept unlocked and normal access is permitted to those having the cypher lock combination.

d. Detex stations are located at the hangar door control box and along the inner perimeter of the storage area. The inner area is patrolled by Lockheed guards at two-hour intervals during all non-duty hours.

e. The center portions of the hangar doors are equipped with Mosler Contact Alarms monitored at the guard control room.

f. A deluge water system has been installed. Monitor panels for the system are located in the guard control room, adjacent to the LAC fire department area. The monitors display both temperature and rate-of-rise of temperature.

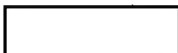
5. Engines are stored in the north end of Building 211. A full height metal partition has been erected in 211 to seal it off from the paint shop at the south end of the building. Access doors and hangar doors are protected in the same manner as those in Building 210. During non-working hours, the area is entered and checked once every 2 hours by a guard patrol using Detex stations. The sprinkler system is monitored in the guard control room.

6. Buildings 210 and 211 are surrounded by a double chain link fence nine feet in height. The two breaks in the fence consist of a vehicle and personnel gate next to the main guard shack to the south of Building 210, and an aircraft entry gate kept locked at all times except when in use.

7. Sketches of the two storage areas are attached.

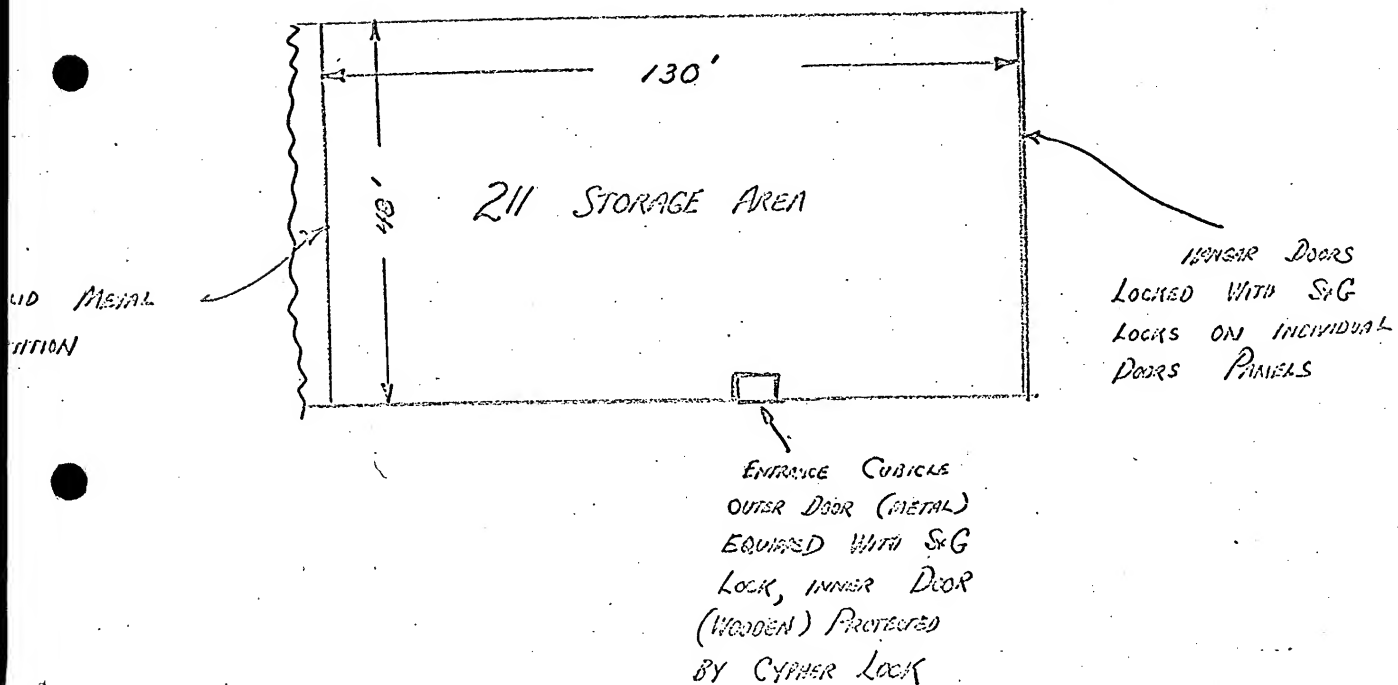


25X1



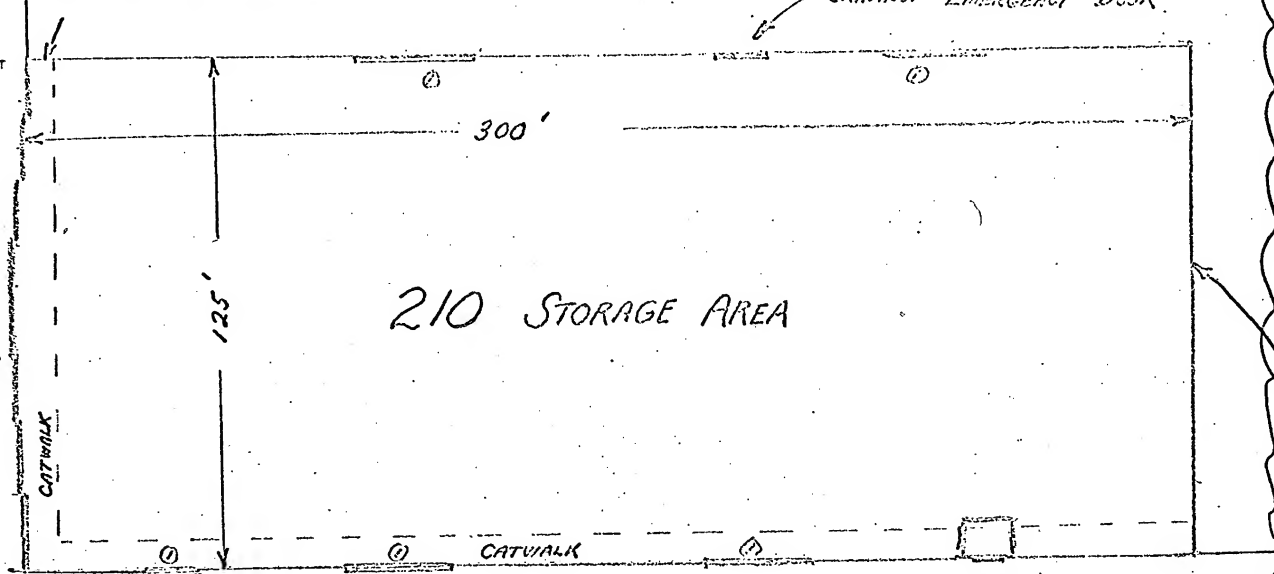
Attachments:
As stated above

25X1



Door To CATWALK
LOCKED (SYG COMB PADLOCK)

CRASHOUT EMERGENCY DOOR



HANGAR DOORS SECURED
BY SYG COMBINATION
PADLOCKS ON
INDIVIDUAL DOOR
PANELS

DOORS SEALED SHUT BY MEANS
OF BOLTED AND WELDED BRACKETS

ENTRANCE CUBICLE
OUTER DOOR (METAL)
EQUIPPED WITH
SYG LOCK, INNER
DOOR (WOODEN)
PROTECTED BY
CYPHER LOCK

FLOOR TO
CEILING ME
PARTITION